

# The Sydney Herald.

No. 6650.—Vol. XL.

FRIDAY, SEPTEMBER 30, 1859.

[PRICE FOURPENCE.]

## BIRTHS.

On the 29th instant, at her residence, Underwood-street, Sydney, Mrs. William Macdonald, of a son.  
On the 29th instant, at her residence, Dalrymple-street, Sydney, Mrs. J. E. Searles, of a son.  
On the 29th instant, at her residence, Parramatta, Mrs. P. Miller, of a daughter.

## SHIP ADVERTISEMENTS.

**STEAM COMMUNICATION WITH ENGLAND.**—THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMSHIP EMU, 1300 tons, 200 horsepower, DANIEL G. MURDOCH, Esq., commander, will leave this port for the Mauritius, Kerguelen, and other ports, on FRIDAY, the 1st of OCTOBER, at two o'clock, touching at Melbourne, Kerguelen, and other ports, and returning to this port on SATURDAY, the 2nd of OCTOBER, at two o'clock. A CONVENTION has been recently concluded between H. H. The Victoria and the Peninsular and Oriental Steam Navigation Company, by which various changes and improvements have been made in the arrangements for the transport of passengers through Egypt, and for the future the Company's rates in passenger vessels and the transit fares through that country will be distinct and independent of each other.

The Company's rates will be for the sea passage only, and are as follows:—  
To Southampton ... £110  
To Gibraltar ... 110  
To Malta ... 100  
To Alexandria ... 90  
For the journey from Egypt, returning the holder to the advantage of the company, will be issued to the passengers at the same time as the passage ticket, and the following rates will be charged:—  
For First-class passengers ... £7 0  
For Second-class passengers ... 3 10  
For Third-class passengers ... 1 10

Passengers who desire to take the Company's boats through transit tickets, and who prefer paying their fares through Egypt, at the local rates, will only be booked by the Company to take the first place at intermediate rates, upon quitting the vessel, will be furnished with a voucher of their having been conveyed over the route of Egypt, and the passage money includes wages, they will be entitled to be carried forward by the first steamer leaving London, upon payment of such a sum as shall make the local amount for the sea journey the same as that charged to a boat through passenger.

Supplies of railway tickets will also be made to the passengers, in order that passengers who have embarked without baggage may be furnished with them during the passage, should they think proper.

All baggage to be delivered for shipment the day previous to sailing.

**RATES OF FREIGHT ON SPECIE.**  
The Company are prepared to convey by each of the small steamers a certain amount of Gold on the Company's red form of bill of lading, at the rate of 2 per cent. to cover FREIGHT and INSURANCE to the Bank of England.

The amount to be taken on these advantages terms being limited, an early application should be made.

Moore's Wharf, 15th September, 1859.

**BRIGHTON—M. A. L. R. H. H. STRAMERS.**  
On and after SATURDAY, October 1st, (Pares, 1st, children, 6d.)  
Victoria, and PHANTOM, will leave  
Phenix Wharf, 10.5, 10.30, 10.45, 11.0, 11.15, 11.30, 11.45, 12.0, 12.15, 12.30, 12.45, 1.0, 1.15, 1.30, 1.45, 2.0, 2.15, 2.30, 2.45, 3.0, 3.15, 3.30, 3.45, 4.0, 4.15, 4.30, 4.45, 5.0, 5.15, 5.30, 5.45, 6.0, 6.15, 6.30, 6.45, 7.0, 7.15, 7.30, 7.45, 8.0, 8.15, 8.30, 8.45, 9.0, 9.15, 9.30, 9.45, 10.0, 10.15, 10.30, 10.45, 11.0, 11.15, 11.30, 11.45, 12.0, 12.15, 12.30, 12.45, 1.0, 1.15, 1.30, 1.45, 2.0, 2.15, 2.30, 2.45, 3.0, 3.15, 3.30, 3.45, 4.0, 4.15, 4.30, 4.45, 5.0, 5.15, 5.30, 5.45, 6.0, 6.15, 6.30, 6.45, 7.0, 7.15, 7.30, 7.45, 8.0, 8.15, 8.30, 8.45, 9.0, 9.15, 9.30, 9.45, 10.0, 10.15, 10.30, 10.45, 11.0, 11.15, 11.30, 11.45, 12.0, 12.15, 12.30, 12.45, 1.0, 1.15, 1.30, 1.45, 2.0, 2.15, 2.30, 2.45, 3.0, 3.15, 3.30, 3.45, 4.0, 4.15, 4.30, 4.45, 5.0, 5.15, 5.30, 5.45, 6.0, 6.15, 6.30, 6.45, 7.0, 7.15, 7.30, 7.45, 8.0, 8.15, 8.30, 8.45, 9.0, 9.15, 9.30, 9.45, 10.0, 10.15, 10.30, 10.45, 11.0, 11.15, 11.30, 11.45, 12.0, 12.15, 12.30, 12.45, 1.0, 1.15, 1.30, 1.45, 2.0, 2.15, 2.30, 2.45, 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7.45, 8.0, 8.15, 8.30, 8.45, 9.0, 9.15, 9.30, 9.45, 10.0, 10.15, 10.30, 10.45, 11.0, 11.15, 11.30, 11.45, 12.0, 12.15, 12.30, 12.45, 1.0, 1.15, 1.30, 1.45, 2.0, 2.15, 2.30, 2.45, 3.0, 3.15, 3.30, 3.45, 4.0, 4.15, 4.30, 4.45, 5.0, 5.15, 5.30, 5.45, 6.0, 6.15, 6.30, 6.45, 7.0, 7.15, 7.30, 7.45, 8.0, 8.15, 8.30, 8.45, 9.0, 9.15, 9.30, 9.45, 10.0, 10.15, 10.30, 10.45, 11.0, 11.15, 11.30, 11.45, 12.0, 12.15, 12.30, 12.45, 1.0, 1.15, 1.30, 1.45, 2.0, 2.15, 2.30, 2.45, 3.0, 3.15, 3.30, 3.45, 4.0, 4.15, 4.30, 4.45, 5.0, 5.15, 5.30, 5.45, 6.0, 6.15, 6.30, 6.45, 7.0, 7.15, 7.30, 7.45, 8.0, 8.15, 8.30, 8.45, 9.0, 9.15, 9.30, 9.45, 10.0, 10.15, 10.30, 10.45, 11.0, 11.15, 11.30, 11.45, 12.0, 12.15, 12.30, 12.45, 1.0, 1.15, 1.30, 1.45, 2.0, 2.15, 2.30, 2.45, 3.0, 3.15, 3.30, 3.45, 4.0, 4.15, 4.30, 4.45, 5.0, 5.15, 5.30, 5.45, 6.0, 6.15, 6.30, 6.45, 7.0, 7.15, 7.30, 7.45, 8.0, 8.15, 8.30, 8.45, 9.0, 9.15, 9.30, 9.45, 10.0, 10.15, 10.30, 10.45, 11.0, 11.15, 11.30, 11.45, 12.0, 12.15, 12.30, 12.45, 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## SHIPPING

**ARRIVALS.**—September 29.  
*Penelope* (s), 230 tons, Captain J. H. Smith, from London 30th instant.  
*Penelope*—Professor J. H. Smith, Messrs. Vindin, Pitts, White, Thomas, Vincent, and 23 in the steerage. Kitchner and 20 in the cargo.  
*New Moon* (s), 100 tons, Captain J. H. Smith, from the Malesia River and East India. Passengers: Mr. Marshall, and four in the steerage. Captain, 20 tons, Captain J. H. Smith, from London 30th instant.

**DEPARTURES.**—September 29.  
*Telegraph* (s), for Queensland.  
*Telegraph* (s), for Queensland.  
*Telegraph* (s), for Queensland.

**PROJECED DEPARTURES.**—September 29.  
*Telegraph* (s), for Queensland.  
*Telegraph* (s), for Queensland.  
*Telegraph* (s), for Queensland.

**CLEARANCES.**—September 29.  
*Ocean Rover*, ship, 176 tons, Captain J. H. Smith, for Calcutta.  
*Ocean Rover*, ship, 176 tons, Captain J. H. Smith, for Calcutta.  
*Ocean Rover*, ship, 176 tons, Captain J. H. Smith, for Calcutta.

**COASTERS INWARDS.**—September 29.  
*Woodpecker*, from Melbourne, with 35 tons potatoes; Henry, Southern Cross, and Peraki, from Richmond River, with 165,000 feet cedar, 60 casks of butter, 10 casks of tallow, 10 casks of sugar, 10 casks of flour, 10 casks of rice, 10 casks of tea, 10 casks of coffee, 10 casks of oil, 10 casks of wine, 10 casks of spirits, 10 casks of fruit, 10 casks of vegetables, 10 casks of other goods.

**COASTERS OUTWARD.**—September 29.  
*Woodpecker*, for Melbourne, with 35 tons potatoes; Henry, Southern Cross, and Peraki, for Richmond River, with 165,000 feet cedar, 60 casks of butter, 10 casks of tallow, 10 casks of sugar, 10 casks of flour, 10 casks of rice, 10 casks of tea, 10 casks of coffee, 10 casks of oil, 10 casks of wine, 10 casks of spirits, 10 casks of fruit, 10 casks of vegetables, 10 casks of other goods.

**SHIPS' MAIL.**  
*Telegraph* (s), for Queensland.  
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**NEWCASTLE.**  
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**SYDNEY HEADS.**  
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**DIARY.**  
*Telegraph* (s), for Queensland.  
*Telegraph* (s), for Queensland.  
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**TO CORRESPONDENTS.**  
*Telegraph* (s), for Queensland.  
*Telegraph* (s), for Queensland.  
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**The Sydney Morning Herald**  
*Telegraph* (s), for Queensland.  
*Telegraph* (s), for Queensland.  
*Telegraph* (s), for Queensland.

**FRIDAY, SEPTEMBER 30, 1899.**  
*Telegraph* (s), for Queensland.  
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**THE LEGISLATIVE ASSEMBLY.**  
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quaint us with its design and probable operation. The bill, as printed, proposes to absorb into itself all the properties and prerogatives of the National Education Board, but it gives no clue to the system which is to prevail in schools already under the control of the National Board. The Executive Council is to become a Board of Education. Thus the management of this important department is to be subject to all the variations of colonial politics. And this is not all, the money placed at the disposal of the Executive Government would be applicable at its discretion, and would thus be under all the influences which govern political parties, and may become the instrument of gross favoritism and corruption. These dangers, however, may perhaps be cured by details with which we are not yet acquainted, and we, therefore, excuse ourselves from pronouncing any decided opinion upon this subject until we are in a condition to know what the bill means.

It is extremely probable that we are to enter upon a warm and perhaps acrimonious discussion of one of the vexed questions of the time. Popular education is a comparative novelty among Englishmen. We are old enough to remember when the bulk of the upper classes deemed the education of the working people a dangerous experiment, and when they were only induced to take an active part in the desire to prevent the education of the people passing out of their hands into those of the middle classes. Thus, from the very first, the subject has been encumbered with interest, prejudice, and apprehensions, by which the operation of any general and enlarged system has been obstructed.

It was not so in other Anglo-Saxon countries. The Pilgrim Fathers had scarcely landed when they made a law that wherever there were fifty houses a schoolmaster should be provided; and that wherever there were one hundred there should be a grammar school. In no part of the world has education been so carefully provided for as in the New England States. In Scotland, shortly after the accession of William III., a law was passed establishing parochial schools, and these have continued in operation until the present day, supplemented by private and corporation schools, according to the growth of population. In both these countries the question of education was dismissed as a religious controversy down to a very late time; not but that there were divisions of opinion, but by common consent elementary instruction was uniform. Thus the grand difficulty which we have to combat did not exist.

If we look at the position of the education question in this colony, we may well feel some discouragement. No candid man can say that any plan hitherto contemplated or employed is consistent with the state of the facts and opinions. In the National schools we profess to leave religion free, yet, nevertheless, in these schools the elementary principles of Christianity are fully and constantly taught. The representation that they are "ungodly schools" is as calumnious as it is ridiculous. They inculcate probably everything that an apostle would have thought it necessary to teach young children. But, if this be true, what answer can be given to those who object to the inculcation of the Christian religion—who would confine the instruction of the State to mere secular learning. Might they not say fairly that while we are professing to stand neutral upon the subject of religion we are in reality inculcating a creed which has, indeed, many adherents, but which is, nevertheless, a violation of religious equality.

Mr. GLADSTONE put this point strongly in reference to the system of education in a neighbouring colony. He supposed that there were—say four or five schools in that colony, who, standing together at Article number one in their religious belief, stopped at number two, or four or five, where the distance between the first figure and the last was immense. The Presbyterian, for instance, was content with the inculcation of Scripture lessons. The Church of England demanded the Catechism; the Roman Catholic required a still larger system. The State stopped with the first. Therefore, Mr. GLADSTONE argued that it established the system of the first. It was impossible to reply to the logic of this objection. If the State interferes to inculcate religious knowledge, and passes on the line which divides one sect from another, it in reality favours in practice the sect within the line, by including in popular teaching all its demands, and refusing the additions claimed by the sect beyond the line. We are quite aware that compromises are necessary in human life; but such they are.

What, then, can be done? By some it is said, exclude religious teaching altogether; leave to parents and ministers the entire charge of inculcating the knowledge of God—the immortality of the soul, and the responsibility of human beings to a future tribunal—teach them a knowledge and write, and to cipher—give them the arts of life—give them an acquaintance with the laws of their country, so far as may be necessary to their becoming good subjects. This would be amply sufficient if the poorer classes were really under the influence of Christian teaching, or if the parents were at all capable of affording religious instruction.

We have a profound conviction that Dr. ARNOLD expressed the truth, when he declared that no system of teaching, professing to be education, could be sanctioned by Christian men if totally unconnected with Christian truth. There are persons, no doubt, who think that our school system should be one exactly adapted to the tastes and feelings of heathens as well as of Christians—that it should be applicable alike to Great Britain and Birmah. We believe, however, that it will be long before society will accept their views.

If then we are to have a system of religious teaching, how are we to meet the conflicting interests and opinions of different religious denominations. And here we do not conceal from ourselves that these difficulties are not purely religious—that to a considerable extent they are ecclesiastical—and not unfrequently party and personal. There is a desire to make the schools paid for by the public funds subservient to the development of ecclesiastical power—to take the public money for the erection of school-rooms, in order that these school-rooms may be convertible into places of worship; to select teachers, not for the purpose of instructing the children, but that they may be clerks, preachers, lay-preachers, and so forth. Thus while we are endeavouring to accommodate difficulties, and to combine sects into a co-operation, we are only beating the air. We show for instance that there are three or four denominations in the country which could very well unite in public education; which could so time their special instruction as to make it harmonise with the public system; and that they could embody in the public system nine-tenths of the religious facts and doctrines which they embrace. When all this is shown nothing is done, because the

different sects are determined to support the schools only as the schools support them—to select the masters, not with a view to their qualifications as teachers, but their particular adaptation to ecclesiastical work. And thus it follows that the money of the State is diverted—that the children are untaught—and that under all this parade of religious influence and authority the rising generation are defrauded of that care which society owes to them, and which would be abundantly recompensed hereafter in their intelligence and submission as subjects and citizens.

We have here stated the difficulties which obstruct the settlement of the education question. There are also vested interests in the existing systems. It must be recollected that the proceedings of Church and School Lands have been appropriated to a considerable degree in aid of denominational school-rooms, and other buildings used for teaching—that these are deemed the private property of the churches to which they are attached. On the other side, a sum of money has been voted for National School buildings which are used for instruction to another class of the community, who have received no aid in the erection of schools or churches or in the support of their clergy. To sweep away at once the National system, which has supplied their wants, and to appropriate the schools erected under the National system for any other purpose, would be a great practical injustice. There can be no doubt that the National schools are, in their result, to a great extent denominational schools. They are adapted to meet the educational wants of many who are excluded from Denominational resources, and we can conceive of nothing more intolerable or unjust than the attempt, which we understand is advocated in some quarters, to take these schools and to appropriate them to the use of the Denominational Board.

An immense difficulty in the solution of this question is in the appointment of teachers. Most trades require to be learned, but any one makes a schoolmaster. Referring to a speech delivered by Mr. Holt in the late Parliament, which contains a mass of facts upon the subject of education, we learn that scarcely any of the masters in the Denominational schools had been trained for their work. Grocers, soldiers, brewers, auctioneers, wheelwrights, carriers, watchmakers, millers, turnkeys, and seamen, are among the persons to whom the public money is paid for the instruction of our youth. This teaching is made a temporary employment—a refuge for the destitute—and schools are placed in competition with private establishments where the masters struggle for a livelihood against a rivalry paid by the State. Until the provision for public teachers has something like stability, and is sufficient to attract men of education, we cannot suppose that any considerable number of persons will be trained for the work of instruction. The interference of the State has to some extent proved disastrous; many a qualified man has been starved out by these adventurers from other callings, who have been able to keep the records of the Church, to start a tune, or to deliver a homily in the absence of the regular minister.

These, no doubt, are unpalatable truths; but truths they are, and it is impossible that we should come to any satisfactory conclusion upon the subject of education if the difficulties we have stated are ignored. For our part we should deem no cost too great to secure the universal education of the children of the colony if honestly incurred, and we do not care much by what agency it is given, so that it be given effectually.

We have no crotchets or party to maintain. In the discussion of the question, our principal function will be to see that nothing is slurred over or concealed. The bill brought in by the present Ministry reminds us of sluttish housewifery. There is a sudden clearing up—a sweeping of rubbish into corners—a covering up with cloths—a concealing in cupboards—but everything is just as confused and disorderly as before. The Ministers appear to us not to have removed even one of the many difficulties which beset this question, but to have merely bundled them out of sight. We shall be glad of more light.

THE despatches relative to the ocean postal question have been published, and they show what the Imperial and Colonial Governments have been doing lately, especially with reference to the Panama service. On the 19th of April last year, the Lords of the Treasury agreed to a minute, in which they stated that it was expedient without delay to invite tenders for the Panama service, but that they would not feel themselves bound to accept any tender unless they were fully satisfied as to three points:—First, that the sum required should be reasonable, and such as they should feel justified in incurring; secondly, that the time in which the service could be performed would enable it to dovetail with the Suez route, so as to form a real fortnightly service; and, thirdly, that the Australian Governments should jointly guarantee half the subsidy.

The tenders that were sent in fulfilled the first two of these conditions. The time fixed by the Government as satisfactory for the performance of the service was fifty-five days, and all the parties tendering promised to do it in that time, one company even offering to do it in forty-five days. The amount that may be regarded reasonable may be considered as still an open question, the Lords of the Treasury having fixed no maximum; and the Royal Mail Company's offer of £225,000 may perhaps be considered as verging on the unreasonable, but at any rate there were other offers which are not open to that imputation. The third condition has not as yet been fulfilled, for the guarantee of New South Wales only amounts to fifty thousand pounds, which does not equal half the subsidy. Sir WILLIAM DENISON, in one of his despatches, suggests that probably New Zealand will guarantee twenty-five thousand pounds more, and then the joint pledge of these two colonies would be sufficient to a subsidy of one hundred and fifty thousand pounds, which ought to be ample. But New Zealand has not as yet made any such pledge, and if its Legislature intends to do so, it ought to be pretty quick about it.

There is a despatch from Sir HENRY BAXELL, dated February 11th, in which he expresses his own personal goodwill towards the Panama project, and even adds that "there is something imperial in the idea of thus uniting the British dominions by means of lines of steamers circumnavigating the globe." He avers that he did what he could to persuade his constitutional advisers to fall in with the proposal Mr. SEWELL made on his return from England. But these gentlemen could not manage to rise to the contemplation of anything so "imperial," and to their minds the whole question dwindled into a quarrel of Melbourne versus Sydney. They took offence, we now hear, at the attempt of Sydney to form

a separate treaty with Mr. WETTON, and declined to meet the subject until the feeling of indignation thereby engendered had been appeased by suitable apologies. This accounts, we suppose, for the refusal of the Victorian Executive at that time to correspond on the subject, and explains why the official letters from Sydney remained unanswered. But the offence was as imaginary as the retaliation was foolish. It was the object of the Sydney Executive to secure the co-operation of the other colonies to the treaty, and the proposal to stand alone was merely a *demi-repasse*, to prevent the whole thing from dropping through for want of co-operation. We hope that by this time the Victorian Government have seen their error, and are prepared to take the more comprehensive views adopted by their Governor.

Meanwhile, in default of any such mutual co-operation, and even partly in despair of it, Sir WILLIAM DENISON urges on the Government the idea that was so generally approved of in Sydney when the bill guaranteeing the subsidy was under discussion last session, namely,—that instead of a united guarantee of all the colonies for the moiety of both subsidies, the Home Government should take the guarantee of Victoria for the Suez route, and that of New South Wales for the Panama route, these being the two colonies specially interested in each service, and that they should be left to make intercolonial arrangements with South Australia, Tasmania, Western Australia, and New Zealand, as to their respective benefits and contributions. Whether this notice will be viewed favourably by the Home Government, and will be accepted as a substitute for their own proposal, remains to be seen. It is not probable that they will object, provided that New South Wales comes forward and fulfils its part. This was the intention when the bill guaranteeing fifty thousand a year was passed last session. But it appears now that this sum is not enough, and that the effort must be supplemented. And, therefore, either solely, or jointly with New Zealand, an additional guarantee, up to the moiety of one hundred and fifty thousand, is required. We are not aware whether our Executive has appealed to the Government of New Zealand definitely on this point. If not, application ought to be made without delay. Victoria has already done its part with reference to the Suez guarantee, by voting ninety thousand pounds a year, to be appropriated if required.

Sir WILLIAM DENISON refers, both as respects the Suez route and the Panama, to the folly of organising a separate through line to Australia, when a trunk line already exists for half the way. The immediate present want of Australia is rapid postal communication, and that by both routes, so as to bring these colonies into direct and regular communication with all the principal parts of the globe; and this would be sufficiently obtained by a branch service from Galle, and an alternate service from Panama. In the course of time the Australian trade may attain dimensions that will justify one or both of these branch lines being enlarged into independent lines. But at present this is not the case. The passenger traffic is very slight, and would be more than accommodated by the two branch services; and it is merely a waste of money to establish a service which is in advance of present necessities. It is true that the mischief has now been done in the case of the Suez route, and a contract entered into which cannot be altered without the consent of the Peninsular and Oriental Company, or without some compensation for the reduction of their enterprise; but the error need not be repeated on the Panama side, though some of the tenders evidently show that the calculations have been made on the supposition of a through service. In the event of the Panama service being indefinitely postponed, which we trust may not be the case, it would be well to negotiate with the Peninsular and Oriental Company to substitute a fortnightly branch from Galle for their present through service, which they would probably be ready to do, without any demand for increased subsidy.

Both Sir WILLIAM DENISON and Sir HENRY BAXELL refer disapprovingly to the change of route via Mauritius, instead of via Galle. Experience has not shown that this change at all involves superior facilities, in the way of improved winds and weather, nor has the plain English of the Great Race of Saturday is in every body's mouth. "Like the pleuro-pneumonia amongst Mr. Baxell's cattle, the racing epidemic, for it is now worthy of the title, made at first incursions ravages, but, unlike that disease, broke out amongst the sporting men of Melbourne, and not amongst the 'imported stock.'" Since then the spread has been so great, owing to its extremely "catching" nature, being both contagious and infectious, that quiet folk who hardly knew one end of a horse from the other, and have hitherto considered visits to a racetrack as amongst the seven deadly sins, are now as anxious for the honour of their respective colonies as the horsetrains in the community is that the special red or black jacket which has engaged his sympathies through the breeches' pocket shall first catch the judge's eye on the eventful day.

Of the two great thoroughfares of Melbourne, Bourke and Collins streets, it is difficult to say which the malady rages most, although the former, from being the focus of everything pertaining to horse-flesh, started with long odds in its favour. The *per excellence* business street has, however, come up with a rush, and "a short price" would be kept either way. A natural appetite for speculation, kept whetted for some months past by the demand for shares in every sound or rotten mining company set afloat in the market, added to the lamentable fact that the public will not mind so freely as they did, has turned the shrodding into this new channel, and the questions of "How are Bolinda's?" or "What about the New Sluicing Company?"—are exchanged for "What is Zoo's price?" or "Are you full about Mr. Redwood's mares?" Swaps, stakes, and bets, are going up in every hotel in town, including, I believe, "Tankard's Temperance." The subject having been fully discussed, it was unanimously resolved to petition the Legislative Assembly for the total removal of this impost at the close of the present year. It was further resolved that the memorial should be entrusted to the Rev. Dr. Lang, M.L.A., for presentation, with a request that he would support the prayer of the petition. A committee having been named to carry out the business, the meeting separated.

One MARGARET TILGNER.—We are unable to give our usual telegram owing to a breakdown which occurred about 3 o'clock on the line between Launceston and Melbourne, on the Victorian line. This accident, happening just now on the eve of the Great Champion Race, is very unfortunate to the sporting community, who are waiting with intense interest the change in the betting at the Melbourne Race. It is further unfortunate that the telegraph should be broken down at this time, as it would be impossible to give the result of the race, which is expected to be a very close one. The result of the race, which is expected to be a very close one, will be given in the next issue of the paper.

THE thousands congregated in the Domain on the last day of the last intercolonial cricket match will

dwarf into utter insignificance before the tens of thousands who will flock to the Saltwater River during the eventful morning. All sorts of preparations have been made for the conveyance of passengers from the interior. Coaches, real old English stages, have been brought over from Tasmania. The coasting steamers are reported all full to overflowing—not an hotel has a bed to spare, and Melbourne already looks as full as it can hold. But as it was said London would never stay away all the visitors to the Great Exhibition of 1861, which it did, and could have found room for as many more; so I fancy it will be with Melbourne, which has so many safety valves in its numerous and widely extended suburbs, for "the taking in and doing for" of any conceivable quantity of surplus population. But while every host, hostess, car proprietor, and liveried stable keeper is doing his best to make provision for the maintenance and transport of visitors, the enterprising Government of Victoria has refused to lay trains on, or erect a temporary platform at the Saltwater Bridge, the point of disembarkment.

The platform cannot be erected, because it would cost £5000, says Captain Paisley, and the trains cannot be run because there are two pieces of private property which passengers would have to traverse to get on to the course. Two pretty excuses indeed! I have heard fifty people, people, too, who know what they are about, say they would be glad to get the contract for a platform for one-tenth of the above estimate, and I am quite certain that a not very exorbitant sum would be made for a right of way through ground which is of little value, by the obstructive freeholders in question. How the "out for the day" multitude is to get to the course in the first place, and how, above all, it is to get back again in safety, puzzles me to make out, more especially as there is but one road to go by, and that in some places is both rotten, badly constructed, and dangerous.

But I think it is time to say a word or two about the horses engaged in "The Sweepstakes," as the Champion is now called for brevity. As you are aware, for every one of the twenty £400 have been paid. Of these it is generally considered that seventeen will start. If it is a wet day, the horses will have much more rain between this and the home mile than sport skill. Of the ten Victorian horses—for Sailer is not a naturalised—the only doubtful starters at present are Tomboy and Quix-the-Wind. The latter, however, might go, to make the running for Sailer. There are but two representatives of our colony—Mr. Tait's mares, Zoo and Zingara. "The picture" is greatly feared here, and has been backed to win Melbourne men a large sum. The Opey, on the other hand, has hardly a friend, as the odds against her—50 to 1—fully indicate. Indeed, she is in so little favour that I heard a bet of 200 to 2 laid against her. If the course be very sloppy she will not be so despatched. The impression abroad is that Mr. Tait wants her for the city of Melbourne handicap, to be run on the same day with the great race. Sailer, the victor of Potentate, bought in Sydney by Colonel Robbins, has been heavily backed, both by his owner and some



# COLONIAL PARLIAMENT. NEW SOUTH WALES.

## LEGISLATIVE ASSEMBLY.

THE SPEAKER took the chair at twenty-five minutes past three o'clock.

### PUBLIC WORKS.

Mr. COWPER moved to the House that the resolution of the House that the office of Minister of Lands and that of Public Works be separated, had been communicated to His Excellency.

### PAPERS.

Mr. BAYLEY laid upon the table a return to the address in reference to the inquiry, at Berlin, into the conduct of H. M. O'Leary, Esq., adopted, on motion of Mr. WILD, on 3rd instant.

Ordered to be printed.

Mr. COWPER laid upon the table a return, in part, to the order in reference to State-paid clerical men, made by this House, on motion of Mr. Jones, on the 23rd instant.

Ordered to be printed.

Mr. BAYLEY laid upon the table the returns of the proceedings of the magistrates in the case which was under appeal.

TELEGRAPH WITH TASMANIA.

Mr. COWPER had great gratification in stating that he had received a communication informing him of the successful laying of the telegraph between this colony and Tasmania. (Loud cheers.)

ROCKHAMPTON.

Mr. WALSH asked the Secretary of Lands and Public Works: "Have the Government taken steps towards the erection of the buildings at Rockhampton, for which money are voted by the late Parliament, and if not, what are their reasons for not appropriating said money as directed?"

Mr. ROBERTSON said that £500 had been voted for a job at Rockhampton, and other sums had been appropriated for the service. Two separate Estimates had been prepared for the Northern districts.

Mr. WALSH asked the Secretary: "Have the Government considered that until the money granted by Parliament for the erection of a court-house at Rockhampton is expended, it is not possible to make any further request for the establishment of a district court?"

Mr. COWPER begged to inform the hon. member that Rockhampton was one of the districts for which district courts were provided.

Mr. WALSH asked the Colonial Secretary: "Have the Government received any communication from the Judge at Rockhampton, recommending the holding a circuit court, or, what answer was given thereto?"

The COLONIAL SECRETARY had received a long letter from Mr. Justice Lush, in which he stated that he had, however, been referred to the Attorney-General, who had not yet reported on the subject.

Mr. WALSH asked the Colonial Secretary: "The gross amount of travelling expensed by the Government on account of prisoners, and to witnesses in connection with the trial of the late Mr. O'Leary, in the month of August last, for cases sent from Rockhampton?"

Mr. COWPER: The subject was one which had been brought under the consideration of the Government, but they had not in the power of the Government to do more than they had done. Of course the amount of money expended would appear in the Estimates.

NORTH-WESTERN INTERIOR.

Dr. LANG begged to ask the Secretary for Lands and Public Works: "Whether it is contemplated by the Government to send any expedition to the north-western interior, to ascertain the physical character of the country intervening between St. Thomas and the Gulf of Carpentaria?"

2. Whether there has been any proposal, on the part of the Government of the colony of Victoria, to co-operate with the Government of the colony for the general exploration of the interior of Australia?"

Mr. ROBERTSON said the Government was quite alive to the importance of the question, and was in communication with the Government of South Australia on the subject.

Mr. LANG presented a petition from the chairman and directors of the New South Wales Immigration and Land Company, praying leave to introduce a bill to amend the Act relating to the company.

Petition received.

Dr. LANG presented a petition from certain elders and members of the Church of England of the South Coast, Sydney, praying leave to introduce a bill to enable the trustees of the said church to exchange a portion of their allotment.

Petition received.

SECRETARY FOR WORKS.

The first order of the day having been called on, Mr. MURRAY asked the Secretary: "He said that, with the permission of the House, he wished to put a question to the hon. Colonial Secretary. He thought it was but right, honorable members, that the public should be kept informed of any changes which were made in the Government of the colony. It was alleged in certain quarters that the hon. Colonial Secretary had accepted the office of Secretary for Works—that the arrangement to which the House assented some few days ago had been carried into effect—and that an appointment had been made, or was about to be made, of a person who had been offered, had accepted it. If that were the case—and it had been said to be so—then it would be the duty of the hon. Colonial Secretary to have the earliest information on the subject. He rose with a view of putting this question to the hon. gentleman at the head of the Government, and he thought the hon. Colonial Secretary would have no objection to state to the House whether any gentleman had accepted the office created by the division of the Department of Lands and Works."

Mr. COWPER said he had no objection whatever to answer the question. Had the hon. member to whom he referred, Mr. Murray, had moved the question, he (Mr. COWPER) should, this afternoon, have moved the same with a view which would be rendered necessary on the vacation of the honorable gentleman's seat. A negotiation had been made, or was about to be made, and he had proceeded up to a certain point, and he believed it would end in his (Mr. COWPER's) appointment; but, up to this time, he had not accepted the office. He (Mr. COWPER) had received any intimation from his Excellency that the appointment had been made. The correspondence was probably still going on.

On the first order of the day being read—the resumption of the adjourned debate on the motion of the hon. and learned Attorney-General, that the New Trial Motion Bill be now read a second time—

Mr. PARKES said, it appeared to him desirable that a still further postponement of the second reading of this bill should take place. He was a member of the hon. and learned member for East Sydney, who moved the adjournment of the debate; and in the absence of the hon. and learned member, he moved the adjournment of the debate. He was a member of the hon. and learned member for East Sydney, who moved the adjournment of the debate; and in the absence of the hon. and learned member, he moved the adjournment of the debate.

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